
Bid Letting: March 22, 2012

201 - CHECKERBOARD - MARTINSDALE

Clarification:

Submitted: Tue, 27-Feb-2012 13:15 MST

Special Provision 19 - Stream Protection Authorization and Special Provision 20 - Stream Restoration Oversight Professional are hereby replaced with the linked Special Provisions below:

SPECIAL PROVISIONS

Clarification:

Submitted: Thu. 08-Mar-2012 9:15 MST

Clarification: In addition to revision of the CTB sections (See question #2),

subexcavation and associated special borrow at the east connection (sta. 489+00 - sta. 493+50) has been removed due to the short duration it would have been in place prior to the future Checkerboard Martinsdale East project.

Revised Grading and Excavation frames (sheet 11), Plan & Profile (sheet 57), Cross Sections (sheets 327-330) can be found at the following links:

Revised Road Plans

Revised Cross Sections

Earthwork files and the Mass Diagram have also been updated and found at the following links:

Dirt-Run files

Mass Diagram

All changes to item quantities will be updated by addendum and are listed below:

203020100 670692	EXCAVATION-UNCLASSIFIED	CUYD
203020310 22736	SPECIAL BORROW-NEAT LINE	CUYD
301020340 19438	CRUSHED AGGREGATE COURSE	CUYD
301020600 1007	BLOTTER MATERIAL	TON
301020718 146308	COVER - TYPE 1	SQYD
304010000 2614.7	PORTLAND CEMENT	TON
304010005 36420	BASE-CEMENT TREATED	CUYD
401020005 642.5	FLY ASH	TON
401020045 31483	PLANT MIX BIT SURF GR S-3/4 IN	TON
401020300 441	HYDRATED LIME	TON
402020092 1951.3	ASPHALT CEMENT PG 64-28	TON
402020360 115.1	EMULSIFIED ASPHALT CRS-2	TON
402020368 263.5	EMULS ASPHALT CRS-2P	TON
622011084 38444	GEOTEXTILE STABILIZATION	SQYD

Clarification:

Submitted: Thu, 15-Mar-2012 12:43 MDT
An Addendum has been posted for this project. Please click on the following link to access the information. [ADDENDUM](#)
To download the addendum bid file, click here. [BID FILES](#)

Clarification:

Submitted: Wed, 21-Mar-2012 9:22 MDT
Special Provision 20 - Stream Restoration Oversight Professional is revised as follows:

Add the following:

Basis of Payment. Work described in this provision is not measured for payment. Consider all costs associated with this provision incidental to performance of the work. Include the cost in the cost for other items in the contract

-1-

Submitted: Fri, 24-Feb-2012 15:46 MST
Company: Helena Sand & Gravel, Inc.
Contact: Ken Frost

Question:

Would you please post the Microstation and Geopak files? Thank you.

Answer:

Submitted: Mon, 27-Feb-2012 07:50 MST
The design files for the requested project are posted on the MDT FTP site for your use at: [DESIGN FILES](#)

The requested files do not represent the staked project, but are only design files.

The Department cannot guarantee the accuracy of the electronic data, particularly as it may be called up by your computer, nor does any data in these files supersede the data in the contract documents.

In addition, the Department will not make any revisions to the electronic files pertaining to the staked project, change ordered work, or changes that are made during construction to fit field conditions.

-2-

Submitted: Wed, 29-Feb-2012 15:00 MST
Company: Prince, Inc.
Contact: Mike Sharp

Question:

Is there a special reason why the CTB section goes full width including the slough (6:1)? Typically, the CTB extends to the 12.5' and then base course is used for the shoulder and slough.

Answer:

Submitted: Thu, 01-Mar-2012 09:53 MST
The plan typical sections and summaries are being revised to incorporate CTB in the driving lanes only. These changes will be made by addendum.

Update: Thu, 08-Mar-2012 9:15 MST
Revised Typical Sections (Sheets 9-10) and Surfacing Summaries (Sheet 12)

can be found at the following link:
[Revised Road Plans](#)

-3-

Submitted: Wed, 07-Mar-2012 15:33 MST

Company: NW Pipe-Billings

Contact: Traver Hunter

Question:

Just wanting to know if you are allowing ADS Dual Wall HDPE on the "Drainage Pipe"

and if JM Ultra Core can be substituted for A200? We can have a rep on site for

installtion as well. Thanks

Answer:

Submitted: Fri, 09-Mar-2012 08:13 MST

No, MDT will not accept ADS dual wall HDPE for the drainage pipes on this project. The JM Ultra Core cannot be used in place of the A2000 pipe. The A2000 pipe is an experimental feature on this project; as such the A2000 is being analyzed as a potential new material. MDT gained FHWA approval for this specific pipe, in an experimental capacity, specifically for this project.

-4-

Submitted: Thu, 08-Mar-2012 16:28 MST

Company: Nelcon, Inc

Contact: Sam Weyers

Question:

Is there any additional geo-tech data that can be posted?

Answer:

Submitted: Fri. 09-Mar-2012 9:50 MST

Attached are PDF Files of the available project alignment and/or structures geotechnical report(s), geotechnical report supplements, and geotechnical laboratory summaries. There is remaining geotechnical information that is voluminous and very difficult to compile in a concise manner.

Contractors are welcome to come to MDT Headquarters to inspect soil and/or rock

samples taken for the project that are stored here or to look through the complete

set of Geotechnical field investigation notes, laboratory testing, analytical, or other

data in our project files.

It should be noted that the project may have undergone significant changes during

the design process after the original geotechnical report and supplements were

issued. Thus, some of the information contained in these documents may be out of date or not applicable with regard to the advertised project. Some of the

changes include, but are not limited to: Project splits (for funding, ROW issues, etc.);

alignment and grade changes; and changes due to environmental factors (sensitive areas, etc.).

The documents can be found at:

[Geotechnical Reports](#)

-5-

Submitted: Fri, 09-Mar-2012 09:24 MST

Company: Wickens Construction

Contact: Casey Durbin

Question:

The plans only show one 42" drainage pipe (Station 420+93.10 - 194 LF), however, there are two bid items for 42" pipe (Drainage Pipe 42" and RCP 42" Class 5 - both being 194 lf). It appears that the bid item for RCP 42" Class 5 should be removed as the culvert schedule shows this pipe having RCP, CSP, or CAP options. Please clarify.

Answer:

Submitted: Wed. 14-Mar-2012 13:33 MDT

Item 603 012 685 RCP 42 IN CLASS 5 will be deleted by addendum. It is covered under item 603 010 064 DRAINAGE PIPE 42 IN.

-6-

Submitted: Fri, 09-Mar-2012 09:43 MST

Company: Wickens Construction

Contact: Casey Durbin

Question:

Please verify the plan and bid schedule lengths for RCP IRR 18" Class 3, RCP IRR 24" Class 3, RCP IRR 30" Class 2 and RCP 84" Class 2.

Answer:

Submitted: Wed. 14-Mar-2012 13:33 MDT

The following quantities will be changed by addendum:

603 012 780	RCP 84 IN CLASS 2	290'	Bid Schedule & Total in Stockpass
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summary frame is incorrect			
603 012 840	RCP IRR 18 IN CLASS 3	304'	Bid Schedule is incorrect
603 012 880	RCP IRR 24 IN CLASS 3	836'	Bid Schedule & Total in Culvert

Summary Recap frame is incorrect			
603 012 910	RCP IRR 30 IN CLASS 2	258'	Bid Schedule is incorrect

Sheet 17 with corrections is available in following link.

[REV SHEET 17](#)

-7-

Submitted: Tue, 13-Mar-2012 10:10 MDT

Company: Cretex Concrete Products

Contact: Gary Williams

Question:

Agree with Question #6 - RCP 24 IN Class 3 appears to be included in the RCP IRR 24 in Class 3 total. RCP 36 IN Class 2 appears to be duplicated as RCP IRR 36 IN Class 2. RCP IRR 18 In Class 3 appears to have RCP 18 IN Class 3 included in the total also.

Answer:

Submitted: Wed. 14-Mar-2012 13:33 MDT
The following quantities will be changed by addendum:
603 012 565 RCP 24 IN CLASS 3 will be deleted from the Culvert Summary recap and Bid Schedule.
603 012 880 RCP IRR 24 IN CLASS 3 will be changed to 836.00 LNFT in the Culvert Summary Recap and Bid Schedule.
603 012 645 RCP ~~IRR~~ 36 IN CLASS ~~3~~ 2 will be deleted from the Bid Schedule.
603 012 840 RCP IRR 18 IN CLASS 3 will be changed to 304.00 LNFT in the Bid Schedule.
(Please see response to Question No. 6 for related information also)

Sheet 17 with corrections is available in following link.
[REV SHEET 17](#)

-8-

Submitted: Tue, 13-Mar-2012 10:30 MDT
Company: Cretex Concrete Products
Contact: Gary Williams
Question:

Please provide a detail of the "FLAT BOTTOM" for the 84" RCP Class 2 shown in the Stockpass Summary on Sheet 17 of 57. Is this "FLAT BOTTOM" to be placed after installation of the pipe, or is the intention that it be a precast product provided with flat bottom.

Answer:

Submitted: Wed. 14-Mar-2012 13:33 MDT
A typical section of the Stockpass is shown in the cross sections. The flat bottom section must be precast.

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Submitted: Wed, 14-Mar-2012 14:18 MDT
Company: Oftedal Construction
Contact: Cameron Lundby
Question:

With the abundance of aggregate in the area, is there a reason a crushed base alternate to CTB is not in the bid schedule?

Answer:

Submitted: Thu, 15-Mar-2012 08:27 MDT
Yes.

1. The CTB actually turned out to be a much cheaper option than CAC.
2. The CTB reduces our footprint significantly, which in turn saves MDT additional money in associated cost reductions.

-10-

Submitted: Thu, 15-Mar-2012 14:21 MDT
Company: Mountain West Holding Co
Contact: Chris Connors
Question:

Special provision 62 says that the contractor is to replace signs and/or posts that are determined by the PM to be unsuitable due to natural deterioration or damage. The contract time and flex time is structured such that the final work for this project could fall in 2014. Does the PM make the determination at the beginning of the

contract or is the contractor to predict what the condition of the signs and posts will be 2 1/2 years from now?

Answer:

Submitted: Fri, 1-Mar-2012 09:48 MDT

The Project Manager will typically make the determination at the end of the project when the signs are reset, whether new posts or sign faces are required.

Costs associated with removal and resetting of Forest Service owned signs will

be compensated under bid item 619 010 200 Reset Signs. If new posts or sign faces are deemed necessary; associated costs will be paid under the Miscellaneous Work item.

-11-

Submitted: Mon, 19-Mar-2012 09:40 MDT

Company: Contech

Contact: Dennis Dirks

Question:

The spec calls for the manufacturer to be on jobsite during the installation. Is this

during the entire installation, or to start the installation and then be able to be on

call if the jobsite requires?

Answer:

Submitted: Wed. 21-Mar-2012 9:26 MDT

The manufacturer representative needs to be present at the start of this work and

then available on an on-call basis when mutually agreed by the Engineering Project Manager and Contractor.

-12-

Submitted: Wed, 20-Mar-2012 15:00 MST

Company: Schellinger Construction Co., Inc.

Contact: Mark Cyr

Question:

Does the DEQ Open Cut Mining Permit application cover the items required in Special Provision 17 - Contractor Furnished Borrow Source Requirements?

How are the submittals to occur?

Answer:

Submitted: Wed. 21-Mar-2012 10:52 MDT

No. DEQ OCMP addresses MEPA (state) requirements. The items addressed in this special are NEPA (federal) requirements to satisfy a special condition of the

US Army Corps of Engineers Clean Water Act 404 permit for the project. A qualified

consultant should be hired to complete the analyses outlined in the special provision.

All correspondence and submittals should be made through the MDT Project Manager.

Contractors are not authorized to initiate any excavation or earth moving activities at

the proposed borrow site(s) until all clearances have been obtained and the Department Project Manager has notified the Contractor that the borrow site is

authorized.

202 - CLEARWATER JUNCTION - NORTH

Clarification:

Submitted: Wed, 29-Feb-2012 13:35 MST

Special Provision No. 19, Soil Nail Retaining Wall notes that Geotechnical Reports

will be made available on the MDT Contractor's System Question and Answer Forum:

Attached are PDF Files of the available project alignment and/or structures geotechnical report(s), geotechnical report supplements, and geotechnical laboratory summaries. There is remaining geotechnical information that is voluminous and very difficult to compile in a concise manner.

Contractors are welcome to come to MDT Headquarters to inspect soil and/or rock samples taken for the project that are stored here or to look through the complete set of Geotechnical field investigation notes, laboratory testing, analytical, or other data in our project files.

It should be noted that the project may have undergone significant changes during the design process after the original geotechnical report and supplements were issued. Thus, some of the information contained in these documents may be out of date or not applicable with regard to the advertised project. Some of the changes include, but are not limited to: Project splits (for funding, ROW issues, etc.); alignment and grade changes; and changes due to environmental factors (sensitive areas, etc.).

The documents can be found at: [GEOTECHNICAL REPORT](#)

Clarification:

Submitted: Mon, 19-Mar-2012 15:51 MDT

An Addendum has been posted for this project. Please click on the following link to access the information. [ADDENDUM](#)

To download the addendum bid file, click here. [BID FILES](#)

-1-

Submitted: Wed, 29-Feb-2012 10:45 MST

Company: Pumco Inc.

Contact: Chad D. Pumnea

Question:

Would you please post the Microstation and Geopak files? Thank you.

Answer:

Submitted: Thu. Feb-29-2012 12:05 MST

The design files for the requested project are posted on the MDT FTP site for your use at: [DESIGN FILES](#)

The requested files do not represent the staked project, but are only design files.

The Department cannot guarantee the accuracy of the electronic data, particularly

as it may be called up by your computer, nor does any data in these files supersede the data in the contract documents.

In addition, the Department will not make any revisions to the electronic files pertaining to the staked project, change ordered work, or changes that are made during construction to fit field conditions.

-2-

Submitted: Wed, 07-Mar-2012 15:23 MST
Company: Schellinger Construction Co., Inc.
Contact: Marc Blanden

Question:

Special Provision 11. Coordination Measures, Part A. states "To avoid disturbance to nesting bald eagles, no blasting, pile driving, staging areas, crushing operations or batch plants and other loud earth moving activities are allowed between February 1 and confirmed fledging period or August 15th, whichever comes first, between Stations 64+00 and 79+00, near the Salmon Lake Outlet."

Is this time restriction only in the limits of the Right of Way? If not, how far from the ROW does this restriction apply? 1-mile radius, etc.

Answer:

Submitted: Fri, 09-Mar-2012 15:23 MST
The time restriction is for locations within a ½ mile radius of Station 76+00.

-3-

Submitted: Mon, 12-Mar-2012 11:58 MDT
Company: Herb Richards Construction Company
Contact: John Richards, Project Manager

Question:

Can construction staking be done starting on North end of project so contractors can determine the exact construction limits, cuts and fills. (STA 79+46 back to 68+10)?

Answer:

Submitted: Mon, 12-Mar-2012 13:40 MDT
Construction staking is currently under way. However, staking will likely not be complete prior to the bid opening. Please perform site reviews utilizing design cross-sections.

-4-

Submitted: Mon, 12-Mar-2012 12:02 MDT
Company: Herb Richards Construction Company
Contact: John Richards, Project Manager

Question:

Will benching be allowed outside cut lines in the rock sections to accomodate equipment for drilling, blasting and earthwork?

Answer:

Submitted: Tue, 13-Mar-2012 16:15 MDT
Benching will be allowed within the R/W. No additional payments will be made for all work associated with benching.

-5-

Submitted: Mon, 12-Mar-2012 12:03 MDT
Company: Herb Richards Construction Company
Contact: John Richards, Project Manager

Question:

Why is the rock cut 0:1 slope and not the normal 1/4:1 slopes?

Answer:

Submitted: Mon, 12-Mar-2012 13:40 MDT

The designed vertical rock slope cut matches the jointing and fracturing of the rock better than a .25:1 (H:V). A vertical cut will create a more stable, massive face than a 0.25:1. Also, rockfall will stay in the ditch better without any horizontal momentum.

-6-

Submitted: Mon, 12-Mar-2012 12:06 MDT
Company: Herb Richards Construction Company
Contact: John Richards, Project Manager

Question:

Will MDOT consider value engineering in the area of the rock cuts to eliminate the need for the soil nails and wall?

Answer:

Submitted: Wed, 14-Mar-2012 15:20 MDT

Please bid the project as designed. MDT will consider value engineering proposals as outlined in Standard Specification/Supplemental Specification 104.08.

-7-

Submitted: Mon, 12-Mar-2012 12:07 MDT
Company: Herb Richards Construction Company
Contact: John Richards, Project Manager

Question:

Can time be extended to accomodate a better work season?

Answer:

Submitted: Tue, 13-Mar-2012 16:17 MDT

Contract time will be administered as detailed in special provision #2.

-8-

Submitted: Thu, 15-Mar-2012 09:05 MDT
Company: Northwest Landscaping
Contact: Nichole Anderson

Question:

On the seeding special provisions "Fertilizer Application" Area No. 2 states no fertilizer but in the "Summary" Section on the plans Area #2 states 2.8HA of fertilizer? Can you confirm if fertilizer is required on Area #2 seeding.

Answer:

Submitted: Mon, 19-Mar-2012 16:12 MDT

Sheet 14 is hereby replaced with a corrected Topsoil & Seeding Summary Frame. The Seeding Special Provision is also replaced. The quantity of Seeding - Area No. 2 has been reduced to 0.30 HA. Fertilizing - Area No. 2 is deleted. Straw Coconut Blanket is deleted. Compost, 0.30 HA is added.

[SEEDING SPECIAL](#)

[REVISED PLAN SHEET NO. 14](#)

An addendum will be issued to correct these quantities.

-9-

Submitted: Thu, 15-Mar-2012 12:35 MDT

Company: Herb Richards Construction Company

Contact: John Richards, Project Manager

Question:

Under special provisions #15 (Sect. 1,C, 3) Will night shift work be approved with an appropriate Traffic Control Plan?

Answer:

Submitted: Fri. 16-Mar-2012 13:10 MDT

Night work will be approved with an appropriate traffic control plan. The attached special provision, Nighttime Flagging Requirements, will be added to the contract.

Special Provision #15 - Traffic Control Plan and Sequence of Operations is hereby

modified as follows:

Replace C. 3) with the following:

Return traffic to normal operation when not working at night and on non-working days.

NIGHT TIME FLAGGING REQUIREMENTS

-10-

Submitted: Thu, 15-Mar-2012 12:49 MDT

Company: Herb Richards Construction Company

Contact: John Richards, Project Manager

Question:

Special Provisions #15 Sect 1,C,4

Who is responsible for roadway maintenance and snowplowing in the winter season

of 2012 - 2013 if paving is not completed this fall due to Weather ?

Answer:

Submitted: Fri. 16-Mar-2012 13:12 MDT

Special Provision #15 C.4) directs the contractor to repair all damage to the surface

and maintain a satisfactory riding surface to the travelling public.

Standard Specification/Supplemental Specification 104.05.4 B. references maintenance

for traffic during work suspensions.

-11-

Submitted: Thu, 15-Mar-2012 14:18 MDT

Company: Schellinger Construction Co., Inc.

Contact: Marc Blanden

Question:

Special Provision 11. Coordination Measures states that no blasting, pile driving,

staging areas, crushing operations or batch plants and other loud earth moving

activities are allowed until after August 15th between Stations 64+00 and 79+00.

Since this is the area that 90% of the excavation is generated from for embankments, it would appear that only a minimal amount of work can be completed between the contract flex date of July 9, 2012 and August 15, 2012.

Due to the short time schedule on this project would it be feasible for MDT to move the effective date for the notice to proceed to August 15, 2012?

Answer:

Submitted: Fri, 16-Mar-2012 13:00 MDT

No, contract time will be administered as detailed in Special Provision #2.

-12-

Submitted: Fri, 16-Mar-2012 13:54 MDT

Company: Stillwater Electric Inc

Contact: Micheal Tikka

Question:

There are two different specs on type 2 pull boxes, which one will be required.

The one on E-1 or E-3

Answer:

Submitted: Mon, 19-Mar-2012 9:14 MDT

Meet the requirements of Special Provision # 34 - Electrical, and dimensions shown on sheet E-3.

-13-

Submitted: Mon, 19-Mar-2012 09:55 MDT

Company: LHC, Inc

Contact: David Steely

Question:

Follow up to Q & A question # 2 submitted 3/7/12; what constitutes "loud earth moving activities"? What type of work / activities will be allowed in this restricted area?

Answer:

Submitted: Tue, 20-Mar-2012 07:43 MDT

The intent of this special provision is to eliminate the usual construction related activities from this area for the time specified. No construction equipment will be allowed to operate in the area - other than moving through.

203 - EAST GLACIER - BROWNING

Clarification:

Submitted: Fri, 09-Mar-2012 13:40 MST

Special Provision No. 26, COLD IN-PLACE RECYCLING (PARTIAL DEPTH) is hereby replaced. COLD IN-PLACE RECYCLING (PARTIAL DEPTH)

Clarification

Revised: Mon, 12-Mar-2012 14:16 MDT

The requirements of CRACK SEALANT REMOVAL PRIOR TO CIPR are hereby rescinded. This special provision is deleted from the contract.

We apologize for any confusion.

~~New Special Provision - CRACK SEALANT REMOVAL PRIOR TO CIPR is hereby added to the contract. CRACK SEALANT REMOVAL PRIOR TO CIPR~~

Clarification:

Submitted: Wed. 14-Mar-2012 2:06

A new turnaround has been added to this project at Sta. 238+28 to Sta. 240+03.

As a result, road plans are hereby replaced.

REV ROAD PLANS

Changes to the road plans are as follows:

- 1) Sheet 2, Table of Contents has been updated.
- 2) Sheet 9, Surfacing quantities have changed for Hydrated Lime, Plant Mix

Grade S - 3/4 In, Crushed Aggregate Course and Asphalt Cement PG 64-28.

- 3) Sheet 10, Topsoil & Seeding quantities have changed, new Grading and Approach Pipe Summary Frames have been added.

- 4) Sheet 15, New Turnaround Detail has been added.

In addition, Special Provision No. 22, DISPOSAL OF DIGOUT EXCAVATION is hereby replaced.

22. DISPOSAL OF DIGOUT EXCAVATION

Remove, haul, and place approximately 600 cubic yards of Digout Excavation material

to the location of a new turnaround at Sta 238+25 Lt to Sta 240+03 Lt (On the North

side of US 2 at approximate milepost 213.9). Remove, haul, and dispose of the

remainder of Digout Excavation (approximately 20307 cubic yards in place) off the

project.

Include the cost of salvage, haul, placement, and disposal of Digout Excavation

material in the unit cost per cubic yard of Digout Excavation.

An addendum will be issued to update or add bid item quantities as required as a

result of the addition of the new turnaround.

Clarification:

Submitted: Thu, 15-Mar-2012 12:45 MDT

An Addendum has been posted for this project. Please click on the following link to access the information. [ADDENDUM](#)

To download the addendum bid file, click here. [BID FILES](#)

-1-

Submitted: Mon, 05-Mar-2012 11:03 MST

Company: Schellinger Construction Co., Inc.

Contact: Marc Blanden

Question:

The Surfacing Summary on sheet 9 shows that there are 3 - public approaches that will be repaved. What are the station locations for these 3 public approaches?

Answer:

Submitted: Tue, 06-Mar-2012 09:56 MST

From As Built project NH 1-3(34)219F (METRIC)

60+64 LT
95+91 LT
109+16 LT

Project Station (ENGLISH)

198+95 LT
314+67 LT
358+14 LT

-2-

Submitted: Mon, 05-Mar-2012 11:09 MST
Company: Schellinger Construction Co., Inc.
Contact: Marc Blanden

Question:

Special Provision 22. Disposal of Digout Excavation states "Include the cost of salvage, haul, and stockpiling of digout excavation material in the unit cost per cubic yard of Digout Excavation."

Will the contractor be required to strip topsoil at the designated waste site?

Per the description above it appears that the material will be left in a stockpile, or will the contractor be required to place, compact, grade the waste area, and replace topsoil?

Will the contractor be required to remove and replace the fencing at this location?

Answer:

Submitted: Wed. 07-Mar-2012 15:32 MST

A portion of the digout excavation material will be used to construct an approach and viewing area at the location called out in special provision. Details, quantities, etc. will be posted on the Q&A system after the pre-bid meeting.

-3-

Submitted: Mon, 12-Mar-2012 14:59 MDT
Company: Schellinger Construction Co., Inc.
Contact: Marc Blanden

Question:

Is the contractor required to pay all Davis Bacon Wages even if we are hauling from a commercial source pit that is either on or off of the reservation?

Answer:

Submitted: Fri, 16-Mar-2012 08:36 MST

Although Federal Davis Bacon wage requirements generally do not apply to haul from an off-site commercial source, Special Provision No. 11, INDIAN RESERVATION WORK requires the contractor to understand and accept that Tribal laws, ordinances, regulations, and requirements have been established by the Tribe as a sovereign entity on the Reservation.

Section 5-201 of the Blackfeet TERO Ordinance states that the Blackfeet Tribe

asserts the authority granted to tribal governments to establish prevailing wage rates for all jobs performed within the exterior boundaries of the Blackfeet Indian Reservation. The prevailing wage rates that they have adopted are available on the Blackfeet TERO Website as discussed at the pre-bid meeting.

If bidders have questions about the Tribes interpretation of specific Blackfeet Tribal requirements, inquire to the Tribe as outlined in Special Provision No. 11, INDIAN RESERVATION WORK.

204 - US 12/US 191 - INTERSECTION IMPROVEMENTS

Clarification:

Updated: Mon. 19-Mar-2012 10:03 MDT

Please disregard the clarification for cold milling below.

Special Provision 25 - Cold Milling - that is in the advertised proposal is the correct Special Provision.

Submitted: Thu, 01-Mar-2012 09:38 MST

~~Special Provision No. 25, Cold Milling is hereby replaced.~~

~~COLD MILLING~~

Clarification:

Submitted: Thu, 15-Mar-2012 12:46 MDT

An Addendum has been posted for this project. Please click on the following link to access the information. [ADDENDUM](#)

To download the addendum bid file, click here. [BID FILES](#)

Clarification:

Submitted: Mon. 19-Mar-2012 13:17 MDT

The following is hereby added to Special Provision 16 - Remove Structure:

Add to

16.B . Notify MDT Environmental Services a minimum of three weeks prior to the

demolition or removal of the existing Harlowton scale house structure.

Notification

can be made to the following individuals:

Pat Driscoll

MDT Environmental Services

(406)444-7223

pdriscoll@mt.gov

or

Joe Radonich

MDT Environmental Services

(406)444-9204

jradonich@mt.gov

Clarification:

Submitted: Mon, 19-Mar-2012 15:56 MDT

An Addendum has been posted for this project. Please click on the following link to access the information. [ADDENDUM NO. 2](#)
To download the addendum bid file, click here. [BID FILES](#)

-1-

Submitted: Fri, 24-Feb-2012 15:47 MST

Company: Helena Sand & Gravel, Inc.

Contact: Ken Frost

Question:

Would you please post the Microstation and Geopak files? Thank you.

Answer:

Submitted: Thu, 01-Mar-2012 09:32 MST

The design files for the requested project are posted on the MDT FTP site for your use at: [DESIGN FILES](#)

The requested files do not represent the staked project, but are only design files. The Department cannot guarantee the accuracy of the electronic data, particularly as it may be called up by your computer, nor does any data in these files supersede the data in the contract documents.

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-2-

Submitted: Tue, 28-Feb-2012 13:57 MST

Company: Midland Electric & Contracting, Inc.

Contact: Robert Bouley

Question:

A. I am having trouble arriving at DOT's quantities for the following items, shown

on plan sheets E11, E12, S5, S7, & S8. It appears DOT's quantities are way to high.

5,940m - 41mm PVC

465m - 53mm PVC

16,450m - 6 Conductor

5,823m - 8 Conductor

8,075m - 10 Conductor

Would it be possible for DOT to review these quantities? We are measuring from

11x17 inch plan sheets.

B. Will the conduits crossing the highway require boring at:

Sht. E11 - Lighting Standard No.6 to S. side of Highway?

Sht. E11 - Lighting Standard No.9 to E. side of Highway?

Sht. E12 - Lighting Standard No.13 to W. side of Highway?

Thank you!

Answer:

Submitted: Wed, 29-Feb-2012 10:39 MST

Answer A:

The quantities should be as follows:

1,950m - 41mm PVC - Item 616 241 000

620m - 53mm PVC - Item 616 253 000

4,940m - No. 6 Conductor - Item 617 010 060

1,775m - No. 8 Conductor - Item 617 010 080

5,070m - No. 10 Conductor - Item 617 010 100

These quantities will be changed by addenda.

Answer B:

Install new conduit in the subgrade below the CTB prior to paving, or install at a minimum depth of 36" by boring under the roadbed after paving. Do not trench new PMS or the CTB.

Sheet E-1 is hereby replaced with corrected quantities as answered above.

ELECTRICAL QUANTITIES

-3-

Submitted: Wed, 29-Feb-2012 16:14 MST
Company: Midland Electric & Contracting, Inc.
Contact: Robert Bouley

Question:

Plan Sheet E12 shows pole No.13 as a Type"Gate" Standard 39'-3" High with 14'-10"

Luminaire Arm and a (4) Bolt Slip Base on Anchor Bolts. This pole also supports the

Closure Gate and Arm, which is covered in Bid Unit Number 607-300-900.

Special Provisions Electrical (29) A-1 Does not mention the pole. Plan Sheet E8

shows the construction of the pole with required information.

Is this pole to be included in and part of Bid Item 607-300-900 Closure Gate?

Answer:

Submitted: Thu, 01-Mar-2012 07:56 MST

Pole No. 13 on sheet E-12 is a pole specific to the "Road Closure Gate" as depicted in the details on sheets E-7, E-8, and E-9 of the Electrical Plans and

is included as part of bid item 607-300-900 / GATE-ROAD CLOSURE. Note that dimensions in the details on sheets E-7, E-8, and E-9 are millimeters unless otherwise noted.

-4-

Submitted: Wed, 07-Mar-2012 10:53 MST
Company: Helena Sand & Gravel, Inc.
Contact: Ken Frost

Question:

Would you Post the full Geotechnical report / information or let me know where

I can get this information as it was considered too voluminous to include in the bidding package.

Answer:

Submitted: Mon, 12-Mar-2012 12:16 MDT

A separate Geotechnical Report was not issued for this project other than the boring logs in the bidding package. However, this project was at one time part

of the Harlowton - North project and a consultant issued Geotechnical Reports for it. Interested parties can review these reports at MDT's Helena office in the

Geotechnical Section to determine the relevancy to the US 12/US 191 - INTERSECTION IMPROVEMENTS project. Refer to the note titled SOILS

INFORMATION" on sheet 3 of the plans for contact information.

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Submitted: Fri, 16-Mar-2012 08:55 MDT

Company: Knife River - Belgrade

Contact: Josh Walter

Question:

The revised special provision 25 states "expect to produce 7,250 CY of cold millings".

This quantity seems excessive. Please review.

With the substantial increase in quantity provided with the revised special provision 25

it appears that we are now required to mill all of the existing asphalt surfacing

throughout the project and haul to the stockpile site instead of being able to re-utilize

the material within the project. Is this correct?

Will the cold milling bid item be revised to include the entire project or are we to

absorb the additional costs within the existing bid items?

Answer:

Submitted: Tue, 20 Mar-2012 07:48 MDT

Please disregard the clarification for cold milling.

Special Provision #25 - Cold Milling - that is in the advertised proposal is the

correct Special Provision.

-6-

Submitted: Fri, 16-Mar-2012 10:15 MDT

Company: A.M. Welles Inc.

Contact: Alan Ringlein

Question:

What are the criteria used to determine if CTB is a cheaper option vs. typical

CAC?

This is a smaller project with approved aggregate sources near the project; it is

also located about 6 miles south of a large reconstruction project that does not

appear to require CTB. In reference to question 9 on #201, if "The CTB reduces

our footprint significantly, which in turn saves MDT additional money in associated

cost reductions" why is it not used more consistently?

Due to the relatively small size of the project and the availability of good aggregate

close to the project, Will MDT consider adding a crushed base alternate to CTB in

the bid schedule or deleting the CTB and replacing with CAC?

Answer:

Submitted: Mon. 19-Mar-2012 10:07 MDT

1) There are numerous criteria used in determining which option is cheaper

(material costs, right-of-way costs, grading costs, existing roadway conditions, etc...).

In addition, consideration must be given to environmental impacts (all aspects).

2) CTB is considered and evaluated by MDT on nearly all reconstruction projects.

Many factors influence which option is used (see #1 above).

3) MDT will consider allowing a CAC base option in lieu of the CTB option if it does not add cost to the project, does not affect the limits of construction, does not adversely affect utilities, does not affect environmental documents and/or permits, and produces the same structural value as the CTB option.

-7-

Submitted: Fri, 16-Mar-2012 14:42 MDT

Company: Knife River - Belgrade

Contact: Josh Walter

Question:

Bid quantity for aggregate treatment is 1,107 M2 and the quantity shown on sheet

18 for aggregate treatment in the surfacing frame is 11,007 M2. I would assume

that the 11,007 M2 is the correct quantity.

Answer:

Submitted: Mon, 19-Mar-2012 12:44 MDT

The quantity of aggregate treatment shown on Sheet 18 of 11,007 m2 is the correct quantity. The quantity on the Schedule of Items will be changed by addenda.

-8-

Submitted: Mon, 19-Mar-2012 08:19 MDT

Company: Knife River - Belgrade

Contact: Josh Walter

Question:

Special provision 21 (Ride Specifications) states that this is a category 1 project.

Shouldn't it be a category 3 project as the posted speed limit will be less than 55

mph and there is curb and gutter along a portion of highway 12?

Answer:

Submitted: Mon. 19-Mar-2012 11:42 MDT

Sections of the roadway meeting the Category III criteria in Special Provision 21 will be

evaluated as a Category III. All other areas will be evaluated as a Category I.

-9-

Submitted: Mon, 19-Mar-2012 10:05 MDT

Company: MT Waterworks

Contact: Dustin Dennison

Question:

Under the Special Provisions, section 02660 2.10 states that fire hydrants will be

Mueller Super Centurion 250. Will Kennedy fire hydrants be allowed since they were approved for the Harlowton Rest Area job (ref. NH 14-3(19)101 Harlowton-Rest Area)?

Answer:

Submitted: Mon. 19-Mar-2012 11:15 MDT

No, furnish fire hydrants as specified in the Contract.

205 - ROCKY CANYON (I-90)

-1-

Submitted: Fri, 16-Mar-2012 08:42 MDT

Company: Arrow Striping

Contact: Dennis McCarthy

Question:

I wanted to make sure the state wanted rumble strips on this job. The project is set up for 17.8 miles of rumble strips. The shoulders are not getting repaved.

There are existing rumble strips on the driving lane shoulder and the passing lanes have the concrete barrier between the lanes.

Answer:

Submitted: Fri. 16-Mar-2012 14:55 MDT

Yes, MDT wants rumble strips on this project. The plan quantity is correct as shown at 17.8 miles of rumble strips. The west portion of the project does not

have concrete barrier between the lanes and as a result there are existing continuous rumble strips adjacent to the passing lanes in this location.

We do want all existing rumble strips to be perpetuated with the project. It is

true the shoulders are not getting repaved, but they are getting chip sealed with the project. After being chip sealed, the existing rumble strips will be

getting to the point where they need to be re-milled.

Grind rumble strips after the seal coat has been placed and prior to the application of epoxy pavement markings.

-2-

Submitted: Fri, 16-Mar-2012 10:33 MDT

Company: L & J Construction Group, LLC

Contact: Kevin Helling

Question:

This project has a contract flex time of June 18. In the event that the general

contractor pushes up the notice to proceed to mill and pave, will the state consider

holding contract time until the delivery of the expansion joint for bridge work?

With a contract award on April 3, the earliest we can have the joint delivered is June 25.

Answer:

Submitted: Fri, 16-Mar-2012 11:35 MDT

Yes; the department would consider a limited contract time suspension for the purposes noted.

206 - DRAINAGE - 6 MI NW VANANDA

Clarification:

Submitted: Thu, 23-Feb-2012 13:35 MST

The As Built Drawings are linked below:

[AS BUILT DRAWINGS SHEET 1](#)

[AS BUILT DRAWINGS SHEET 2](#)

[AS BUILT DRAWINGS SHEET 3](#)

Clarification:

Submitted: Thu, 15-Mar-2012 12:47 MDT

An Addendum has been posted for this project. Please click on the following link to access the information. [ADDENDUM](#)

To download the addendum bid file, click here. [BID FILES](#)

-1-

Submitted: Wed, 29-Feb-2012 11:00 MST

Company: SLETTEN CONSTRUCTION COMPANY

Contact: Jim Wickens

Question:

MDT has assigned 45 working days of contract time to complete this project. I think you forgot that the Contractor must install and remove a detour. We need an extra 10 working days to take care of the detour, to let the gravel cure for 3 days before paving, and to wait 3 days after paving to do the chip seal. These waiting periods take away the Contractor's ability to do more than

one thing at a time.

Answer:

Submitted: Wed. 29-Feb-2012 12:00 MST

Special Provision 2 - Contract Time - Flex Time Proceed Date is hereby replaced

with the following:

SP 2 - Contract Time - The work begins on the effective date stated in the "Notice to Proceed" and is to be completed in 80 working days. An addenda will be issued for this change.

-2-

Submitted: Wed, 29-Feb-2012 11:38 MST

Company: Sletten Construction Company

Contact: Russell Robertson

Question:

The Special Provisions state that this job is to be completed in 45 working days.

The project that we completed, Warm Springs Creek - 5M SW of Hilger (BR 43-1(34)10, had 60 working days and is very comparable to this job (3 spans, precast deck, driven pile, asphalt overlay, W740 rail). Moreover, this job did not require a detour to be built. Please reconsider the time on this job, 15 more days are necessary to complete the work.

Answer:

Submitted: Wed. 29-Feb-2012 12:20 MST

Special Provision 2 - Contract Time - Flex Time Proceed Date is hereby replaced with the following:
SP 2 - Contract Time - The work begins on the effective date stated in the "Notice to Proceed" and is to be completed in 80 working days. An addenda will be issued for this change.

-3-

Submitted: Wed, 14-Mar-2012 15:50 MDT
Company: TCA LLC
Contact: Tracy Cowdrey

Question:

The plans show precast abutments and wing walls. Bid sheet shows 33.2 yds concrete Class DD. Where does this go? Thank you.

Answer:

Submitted: Thu. 15-Mar-2012 10:45 MDT
Include all costs associated with furnishing and fabricating all precast pile caps and wingwalls, including all embedded hardware, in the unit price bid for Concrete Class DD-Bridge. Include the costs of furnishing and placing all reinforcing steel incorporated in the precast pile caps and wingwalls in the unit price bid for Reinforcing Steel.

-4-

Submitted: Fri, 16-Mar-2012 10:50 MDT
Company: Sletten Construction Co.
Contact: Jim Wickens

Question:

The elevations appear to be wrong in the plans. They don't tie out for English of Metric. Please explain.

Answer:

Submitted: Fri. 16-Mar-2012 14:58 MDT
See the Linear and Level Data information in the plans.

207 - SAFETY IMPROVEMENTS - S CENTERVILLE

Clarification:

Submitted: Mon, 19-Mar-2012 15:58 MDT
An Addendum has been posted for this project. Please click on the following link to access the information. [ADDENDUM](#)
To download the addendum bid file, click here. [BID FILES](#)

-1-

Submitted: Fri, 16-Mar-2012 10:48 MDT
Company: Mountain West Holding Co
Contact: Chris Connors

Question:

1) The bid item in the special provisions for Shoulder Gravel is shown at 214 TON. However, the summary in the plans shows 214 cubic yards. Which is the correct measurement for this project?

2) The plans have a detail for the placement of the guardrail between

Stations 14+22 to 24+34.50 at 14 ft from centerline. Where will the guardrail from Station 24+34.5 to 28+82.69 be placed?

Answer:

Submitted: Tue. 20-Mar-2012 8:38 MDT

- 1) The correct quantity for Shoulder Gravel is 214 cubic yards. This quantity will be changed by addenda.
- 2) Place Guardrail Station 24+34.5 to Station 28+82.69 at 14' from centerline to the face of rail.

208 - EAST MAIN ST SIDEWALKS - LAUREL

Clarification:

Submitted: Thu, 15-Mar-2012 12:47 MDT

An Addendum has been posted for this project. Please click on the following link to access the information. [ADDENDUM](#)

To download the addendum bid file, click here. [BID FILES](#)

-1-

Submitted: Mon, 05-Mar-2012 15:15 MST

Company: H.L. Ostermiller Construction

Contact: Todd Dixon

Question:

1. Could you identify utilities or provide a map of the utilities that are under the sidewalk that the contractor may have to work around?

2. Under remove trees we are supposed to include costs for relaying sidewalk over the area where no new sidewalk is called out for can you clarify which trees no new sidewalk is called out for it in the plans it appears some may be half way in new walk?

3. valve boxes-we are to include costs to raise or lower and obtain agreement with owner. Can you provide owner of valve boxes if other than City of Laurel and if valve boxes do not adjust will we be required to replace?

Answer:

Submitted: Mon, 12-Mar-2012 10:44 MDT

1. There are no maps to indicate or identify existing underground utilities under the sidewalk. The Contractor needs to call the Utilities Underground Location Center (1-800-424-5555) for the marking and Location of all lines. Curb stop valves and boxes owned by the City of Laurel are addressed in the attached Special Provision found in answer #3.

2. The two remove trees which are outside of the new sidewalk areas are on the 100 block of Main Street. They are shown on Sheet 5 as the 2nd tree east of 1st Ave and the tree closest to Montana Ave.

3. Replace Special Provision #16 with the attached New Curb Stop and Curb Boxes Special Provision. A bid item for Miscellaneous Items - Install will be added by addenda.

[NEW CURB STOP AND CURB STOP BOXES](#)

[CURB STOP](#)

-2-

Submitted: Fri, 16-Mar-2012 07:20 MDT

Company: Knife River

Contact: Dave Resch

Question:

1. With the new trees being installed will there be any irrigation be included or added later? How are the new trees expected to survive on the south side of the buildings surrounded completely by concrete, will the property owners be required to water the trees?

2. What is expected as far as maintaining drainage of the existing curb and connection to the existing curb that is spauled off? Will the new curb just match what exists regardless of the drainage? Thank You

Answer:

Submitted: Mon. 19-Mar-2012 14:44 MDT

1. Irrigation will not be installed. The Contractor is responsible for the requirements listed in special provision 18, specifically part C.

2. See special provision 14. part C., specifically the language, "Ensure proper drainage is maintained and that water does not pond." This only applies to the new curb. The new curb grade must match the existing curb grade at the tie in point.

-3-

Submitted: Sat, 17-Mar-2012 06:52 MDT

Company: Knife River

Contact: Dave Resch

Question:

In regards to the curb box replacement, will the pay quantity be limited to the current sidewalk and curb quantity delineated in the plans or will it be paid on the actual restoration required to do the work? Thank You

Answer:

Submitted: Mon, 19-Mar-2012 15:22 MDT

The curb box replacements are located in area where new curb and sidewalk are being installed. Impacts beyond the limits of new curb and sidewalk may be encountered based on the Contractor's elected construction methods. Include all restoration work in the bid item(s) associated with curb box replacements.